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Hongkong, 22nd December, 1903.







## PARIS.

[FROM OUR CORRESPONDENT.]

November 18th.

## UNGAULT FRENCH!

Are the French losing their reputation as a gallant race? While sincerely hoping that this is not the case, one cannot but express regret at their behaviour a few evenings ago, on the occasion of the production at the Gymnase Theatre of "Joujou Tragique," a new play in four acts by Mlle. Jeanne d'Orléans, a young lady belonging to a good French family. Though the play was not a success, this was no reason for its brutal reception on the part of the audience. The fact that the play in question which is much too literary and amateurish, had been written by a young lady who had never challenged the opinion of the public, ought to have been taken into consideration. Unfortunately, Parisian audiences are quick to applaud, and just as quick to condemn. Strange to say that the women in the audience, as usual, were more cruel to one of their sex. Many by way of showing their disapproval, not to say disgust, kept up a running dialogue from start to the end, of ill-natured comment, called the play "idiotic," while they further added insult to injury by laughing immoderately at the most solemn passages of the piece. These fashionable-dressed ladies, however, were not the only offenders, for more than once the voices of the actors on the stage were drowned by the ironic laughter which came from every part of the house. This was, to say the least, brutal, insolent, and cruel, and such unusual treatment must have inflicted terrible suffering to the young authors. Newspaper critics the next day also handled the play as roughly, though some of the reporters displayed much tact by condemning the conduct of the audience the night before, and which was a terrible blow to the traditions of the old French gallantry. In spite of the heartless reception, Mlle. Polaire defended the piece most heroically; she could not have fought more nobly to the end without weakness and without defiance thinking by so doing to prove those who had shown themselves so merciless. Unfortunately by the "tigers" were much too heartless and too cruel to be vanquished by any appeal to their better feelings, and so the brave but inexperienced girl who certainly had done her best, and failed, was sacrificed to make a Paris spectacle. The story of the unsuccessful play may be briefly described as follows. It is that of a young girl, Simone, who comes from nowhere, and who, by her fascinating ways and wondrously beautiful eyes, subjugates Pierre Carle, whose hair is already turning grey, and whose aristocratic family is scandalized at his marriage with the mysterious and enigmatical work girl. But he returns his back on those who find fault with his marriage—Simone is his joyous toy, and she is destined to be a *joujou tragique*. Carle has a melancholy nephew, Jean, who in spite of Simone's efforts to prevent it, falls a victim to the love which she inspires within him. At Venice the thrilling beauty of the night precipitates the catastrophe, and Carle surprises his wife and Jean exchanging their first passionate kiss. The *dénouement* is terrible, for Jean, driven mad by remorse, puts out Simone's eyes, those fatal eyes which have been his undoing. The play which is somewhat pretty and simple may meet with better luck elsewhere, in the provinces, or abroad, where critics are less severe, and more gallant towards women.

## A JUBILEE.

There are few celebrated men more popular both in and out of France than M. Léopold Delisle, the late chief librarian of the Bibliothèque Nationale who is about to celebrate the fiftieth year of his membership of the Institute of France. Great preparations are being made by his colleagues of the Académie des Inscriptions et Belles Lettres to make the occasion a most worthy one. Owing to M. Léopold Delisle having two years ago lost his wife, who was his right hand and helpmate for fifty years, the ceremony will bring back sad or rather joyful thoughts into the talented author's mind, for no one deserved to be more publicly thanked for what she had done in the way of contributing to her husband's success than Madame Delisle, of whom literary France has a very reason to feel proud. For his numerous works, which rank as classics among the *savants*, M. Delisle refuses to take all the credit to himself, his poor wife for fifty years proved his most precious collaborator and a most genuine helpmate. "During the two years which have elapsed since her death," he remarked to a friend a few days ago, "I see her image continually before my eyes. Almost on every page of my work I find some trace of her constant aid and her vigilant affection. I never understood the extent of her influence until I read her manuscripts. Then I learned that she was in the habit of studying in secret all the questions which interested me so that she might be able to discuss them with me in the most profitable manner. Since our marriage I never wrote a line that she did not read. Often she corrected my manuscripts, and some of them were partly written by her. She was very touchy on the subject of this collaboration. She refused to admit it even to our most intimate friends, and if they insisted on making allusions to it she would get angry with them. My late wife possessed a very well-instructed mind. Her grandfather, the grammarian Barentin, had developed her young intelligence in the same way as he trained the rhetoricians of Louis the Great. Besides, she had grown up in close proximity to the study of her father, the perpetual secretary of the Académie des Inscriptions et Belles Lettres. From the first days of my marriage she consecrated herself entirely to my labours, for we had no children. I was married in June, 1857, and in December of that year I was elected to the Institute. The two anniversaries are therefore too near each other for the second to be celebrated otherwise than in the most intimate manner. My friends wish to offer me a medal, and I have said I will accept it

with gratitude. But I have asked them to abandon all ceremony at the meeting at which I shall receive their souvenir, for the sake of the one whom I have lost, and who I will never cease to mourn."

## MARRIAGE LAWS.

The new French marriage law contains certain provisions of interest to British subjects who may be contemplating marriage in this country. In the first place, one publication is substituted for the two successive publications hitherto required. This publication need not be originally posted upon a Sunday, as has been the case hitherto; it must, however, remain posted for at least ten days, which period must include two Sundays. The marriage can then be celebrated upon the tenth day, not including that of publication, or within a year thereafter. If this year is allowed to elapse, a new publication in the same form must be made. An important change is effected in Article 74 of the Civil Code; this article hitherto provided that the marriage must be celebrated within the commune where one of the two parties has his or her domicile, proceeding to explain that this domicile for the purpose of marriage is constituted by six months' continuous residence in the same commune. Up to the present, therefore, foreigners have been unable to marry in France unless one of them has continuously resided in the same commune for six months prior to the celebration. By the new law this period is reduced to one month's continuous residence. The whole of Paris is considered as one commune for the purposes of the said article. Another provision which is equally as interesting, as showing the trend of French legislation towards facilitating marriage, is the change in Article 145 of the Code, which puts the son and the daughter on the same footing in respect to parental consent. Formerly a son up to the age of 25 required the consent of his parents, while the daughter could marry without the consent of her parents at 21. Now both sons and daughters are relieved from parental consent at the latter age.

## THE NEW GUN.

Although the French Army remains unshaken in the belief that its new machine gun, firing 850 balls a minute, is the most formidable in the world, certain important defects have been pointed out in all the gunnery camps where it has been tested. Owing to its practically useless firing of gas, which throws it out of gear, though in some cases 10,000 shots have been fired without revealing any fault. The general at St. Etienne has been furnished with designs for modifications which will remedy the defect, allowing for which officers believe that no regiment could advance 500 yards without most of its men and horses being hit, owing to the gun's differential action.

## LE TROISIÈME ROULANT.

Mr. Dural Arnaud, Municipal Councillor for the sixth arrondissement considers that the rolling platform would offer an excellent solution of the question how to provide rapid transport for the inhabitants on the circle formed by the Grands Boulevards on the North, and the Boulevard St. Germain on the South side of the Seine. "The passengers," he says, "could go on and off continuously at each point of access, and it seems, undoubtedly that this system would give a transport capacity much superior to that of the train, however close they might follow on each other. Besides, the rolling platform would offer the public greater safety and certainly no ventilation. "These views are shared by several other Councillors. Though the Metro continues to prove a great blessing to everyone in Paris who places any value on his time, it is so popular that at certain hours of the day it is impossible to get not a seat, but a place. It is with this object of remedying this drawback that the idea of the rolling platform, which proved such an attraction during the Exhibition of 1900—is so strongly recommended in spite of the objections of the City engineers. The experiment is likely to be tried shortly in Paris, and if successful, as most people believe it will, the Municipality will not hesitate to give the project greater extension.

## IMPORTATION OF FOREIGN OPIUM INTO CHINA.

According to the report on the foreign trade of China for the year 1906 by Sir Alexander Hosie, the Acting Commercial Attaché to His Majesty's Legation at Peking, one of the most salient features of the import trade during that year was the increase in the quantity of foreign opium. This statement will come as an unfortunate surprise to those interested in the anti-opium movement, more especially in view of the fact that Sir Alexander, in his report for the previous year, tried to show that the import of foreign opium was on the decline, and that, in face of the increasing consumption of the native drug, its doom in China was sealed. The amount imported last year was valued at 300,000 lb. in excess of the amount imported in the previous year, and the increase is accounted for by the fact that the extension of the uniform tax on native opium, the lowering of the reserve price in India, and the drop caused by the anti-opium regulations (issued on September 20, 1906) had the effect of bringing the price of the cheaper varieties of Indian opium much nearer the price of the product of China. The increase in the quantity imported does not necessarily imply that a larger quantity of opium was actually consumed, but it seems to indicate that, to some extent, replaced by native opium. In this connection it is interesting to note that the Review of the Trade of India in 1906-7, which has just been published, contains the following paragraph:—"The opium trade during the latter part of the year 1906-7 was largely influenced by the proposals of the Chinese Government for its ultimate abolition and for the early doubling of the import duty. Doubtless have been suggested in well-informed quarters as to the Chinese Government's power to abolish the internal traffic, and it is believed by shippers with a good knowledge of China that the area under cultivation in certain parts of that country is being increased to make good any shortage in supply as may result from restriction of the imports from India. The proposal to increase the Chinese duty and the uncertainty as to when it may come into force have, moreover, discouraged Indian shippers and created an uneasy feeling among cultivators, who, although they had a good crop last year, are said to be now contemplating a reduction of area."

## JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, December 3rd.

## SETTLEMENT OF THE CANADIAN QUESTION.

On Monday the first conference took place between Mr. Rodolphe Lemieux, K.C., Postmaster-General and Minister of Labour for the Dominion of Canada, and Count Hayashi, Japanese Foreign Minister. The conference, which lasted several hours, took place in the Foreign Office, there being also present besides the above-mentioned statesmen, Sir Claude Macdonald, British Ambassador, and Baron Chinda, Vice-Minister for Foreign Affairs. Mr. Lemieux has been several weeks in Tokyo and last night was the guest of honour at a banquet given by prominent Tokyo citizens. Although the first official conference has been long in taking place, it is probable that, unofficially, everything of importance has already been practically decided upon and that some new form of supplementary agreement will be concluded to suit the present condition of the immigration question in Canada. Although the Tokyo press has dwelt at length upon the fact that Canada cannot back out of its agreement with Japan, it could be borne in mind that during the past year or so certain developments have taken place in America which make it necessary for the statesmen of both Japan and America to consider their relations anew. And we may rest assured that Count Hayashi will not fail to recognize the new difficulties that have arisen in Canada, and that both he and Mr. Lemieux will come to some satisfactory arrangement.

## VISCOUNT AOKI'S RECALL.

Some surprise is now being experienced at the recall of the Japanese Ambassador at Washington, and Ruter's special reports from Washington show how the American public is inclined to regard the event. The Viscount himself anticipates public opinion by the statement that he is returning to Tokyo to confer on the immigration question and that it does not follow that he will not return to Washington. One Japanese correspondent states that the Ambassador is recalled in consequence of Count Hayashi's determination to pursue a more vigorous policy with regard to the immigrant question, while Count Hayashi in an interview with a correspondent here says Viscount Aoki's presence in Tokyo will do much to hasten the settlement of the matter. Whether the Ambassador will return to America, however, is an open question, his conduct of recent negotiations not having given entire satisfaction, although it is well known he is disposed to a peaceful settlement. Viscount Aoki was formerly at Berlin, and as that embassy is at present in charge of the first secretary—Ambassador Ito being on his way home—the probability of Viscount Aoki being removed thither is freely spoken of.

## AN IMPERIAL CHINESE VISITOR.

What with the troublesome "Kanto" or Chientsao dispute, Manchurian questions and other differences between Japan and China, it is perhaps too much to expect harmonious diplomatic relations between these two peoples for some years to come, but the visit of Prince Pu Lim is thoroughly welcomed by the Tokyo press, although his Highness merely comes to return the visit to the Peking Court of Prince Hiroysan of Bashimi. Yet great results can with reason be expected. Prince Pu Lim may occupy the throne of China before many years are past, and the impressions and convictions of so exalted a Chinese, gained during a sojourn in Japan, may be of immense future benefit in the relations of the two countries. Hence from the proper point of view this is more than a visit of courtesy.

## A GREAT ANNUAL SOCIAL EVENT.

What is known as the Imperial Chrysanthemum Garden Party took place a few days ago, the rendez-vous being the beautiful grounds of the Akasaka Palace. The adjective "beautiful" applied to these gardens is certainly the fittest, for the grounds of the palace are not only great in extent but beautiful to the eye, where magnificent old trees, covering hill and dale, shrubbery, well-kept lawns, lakes, rivulets, and rustic bridges are arranged by the hand of man for the improvement of nature. Here, every year, members of the Imperial Family, officials of the Government, the Diplomatic Corps, and prominent Japanese and foreign residents and their ladies are invited to view the chrysanthemum, cultivated in all its glory. Said to say, there are not so many Japanese ladies present at this particular function as could be wished, the explanation being that as they are compelled by etiquette to wear foreign clothes they stay away in preference to having expensive gowns made which would probably only be worn on this particular occasion. But who can imagine a Japanese woman delighted in any other dress but her own?

## EASTERN SHIPPING COMPETITION.

The Japanese Ambassador at Rome reports that the Italian Minister of Communications will introduce a Bill for the establishment of a line of steamers plying between Venice and Japan and presumably calling at way ports. More competition for the unfortunate shipping companies! The N. Y. K. has felt the effect of its fight with the N. D. L. between Hongkong and Bangkok, and nothing but a heavily subsidized line will pay in the near future. Traffic seems to be outgrowing trade, but doubtless bottom will be reached before long.

## THE RACING MANIA.

Among the most recent developments in Japanese enterprise is the sudden and growing popularity of race meetings, half a dozen of which in different parts of the country have sprung up within the last twelve months. Prior to this the only interest, taken in horses as such, was shown at the Nippon Race Club of Yokohama, a foreign institution which has held meetings regularly for many years past. But recently there have been formed duly

registered joint-stock companies which hold meetings in the neighbourhood of Tokyo, Kobe and Osaka and at present enjoy the greatest success. No less than four of these companies have their racetracks—in every case well appointed for the accommodation of visitors—in the neighbourhood of Tokyo, and their meetings are crowded with enthusiastic "sportsmen" and women, who perhaps would not take such keen interest in the proceedings but for the betting which is a new attraction to the gambling instinct. Ostensibly these new business concerns are formed to encourage the improvement of the horse, and the Government horse administration bureau supervises the companies to some extent.

## PORTUGUESE POLITICAL CRISIS.

REFORM WITHOUT PARLIAMENT.

Paris, Nov. 14.

From Portugal one has heard recently persistent forebodings of imminent revolution, a dynastic coup d'état, even the disappearance of the monarchy itself. There are other European countries which live permanently and in apparent comfort on the brink of a revolution, but Portugal has only recently been added to the list of states which lie within the rumour-zone of picturesque possibilities. The rumour-zone has fascinations of its own; the world would be duller without it. In a smoky café in a certain Balkan town I once met a youthful journalist from Vienna who boasted with ill-concealed pride that he had been the first to send the news of Prince Ferdinand having left Bulgaria in headlong flight. But I said, he had only gone to visit his mother. "My story was reproduced in every Russian paper," he replied, and I felt that in the face of this corroborative evidence no reference to the subsequent course of events could carry the least weight. The Prince's air of a man returning from an ordinary family visit he showed himself to be singularly ill-informed, that was all.

As regards the present situation in Portugal, the world "dictatorship" is probably responsible for much of the foreign apprehension of dramatic upheavals, while the sporadic outbreaks of domestic agitation are not difficult to understand when one reflects that the two historic parties are both out in the cold, and that to be out of office in Portugal means to be bereft of many fat berths and pleasant incomes. In many fat berths and pleasant incomes. In many fat berths and pleasant incomes. In many fat berths and pleasant incomes.

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At this point he ought, in the opinion of his would-be supporters, to have acknowledged his defeat, and to have made way for other office-hungry individuals. Two men in Portugal, however, thought otherwise, and as one happened to be the King and the other Senhor Franco, his decision could not be a good deal. It was settled that the Premier should get on without the Parliament, and up to the present he has managed to administer the country with every appearance of success, though, of course, one must at base one's judgment too readily on the outward seeming of things. In the matter of finance he claims to have effected an enormous reduction in the waste of public expenditure; and while increasing the Royal Civil List and raising the pay of Army officers, he has been able to wipe out the chronic Budget deficit without imposing any additional taxation. In order to do all this he has laid his hands on the rank order of sinecures which had grown to monstrous proportions under his predecessors, and one can understand that he has raised up against himself a corresponding crop of enemies throughout the land. Many of these dispossessed politicians are men of territorial influence, and King Carlos perhaps speaks overlightly of their power to foment agitation. As long as both the historic parties are excluded from office, and all that office entails, there must be a grave discontent in the land. On the other hand the military element, for whom the cloud of dictatorship has had an appreciable silver lining, is probably not seeking with revolt to the extent depicted in certain alarmist telegrams. From private sources in Lisbon I hear that the trading and industrial community is the reverse of dissatisfied with the Franco administration, which would seem to show that the financial reforms of the past few months represent a real improvement in the nation's affairs.

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In Mr. Justice Huntly McCarthy's latest romance, "Scorpio," (London: Geo. Bell & Sons) we have an excellent and pleasing tale of a merry devil in petticoats who cleverly defeats Philip Richfield with her own sword. While capturing the heart of the hero, she also wins that of the great artist Watteau. It all makes a very readable story indeed, and robs the author of none of his recognised laurels.

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"CLUB" SCOTCH.—Our SPECIAL BLEND.—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from saccharine, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

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## THE SOUTHERN PORTS OF CHINA.

SIR ALEXANDER HOSIE'S REPORT.

The report of the recent journey through Southern Ports of China made by Sir A. Hosie, Acting Commercial Attaché to the British Legation in Peking, contains much interesting information. Sir Alexander Hosie visited Canton, Samshui, Wuchow, Swatow, Amoy and Foochow and also spent several days in Hongkong of which although he observes that it does not come within his province, he gives a highly satisfactory account. "Of the Chinese ports visited Canton alone shows great signs of activity. Nearly every available plot of land in the British and French Concessions which go to make up the Island of Shamshui, has been, or is being built upon." The works include reclamation of foreshore and new bunding, wharves for deep-water steamers, missionary houses and schools, godowns and oil tanks, a riverside road and pleasure gardens. "It is also proposed to widen the road on the Chinese side of the canal which separates Shamshui from the city, the idea being to secure a road wide enough to construct a tramway connecting the termini of the Kowloon-Canton and Canton-Hankow Railways, but this project has not yet matured. The terminus of the latter will be at Wongsha on the river bank, about a mile above Shamshui and directly opposite Shekutsing, the terminus of the Canton-Shamshui line on the right bank of the river."

Sir Alexander Hosie visited Wongsha and walked for three miles up the rack as far as a long-cutting beyond which the rail-hack has been laid for ten miles. "Construction trains were engaged in carrying railway material up the line. At the start the embankment is low and sandy, but further on it was some six to eight feet in height and built of a yellowish clay. In the three miles there were numerous temporary wooden bridges, crossing creeks, and I was informed by a competent authority that the average cost of the permanent line, including rolling stock, of the 720 miles between Canton and Hankow, would be about \$75,000 per mile.

"The line has been divided up into sections, the first and second of which, at Canton and have been placed in charge of Chinese and Japanese engineers, respectively, while the construction of the remaining five sections will be superintended by engineers of different nationalities. Although there is considerable friction among the Chinese shareholders, the work of construction is proceeding with the capital already paid up."

On the opposite bank of the river is hekuaitong, the terminus of the Canton-Samshui Railway, which was built by the American China Development Company. The line is thirty miles in length, with a double track as far as Fethan (20 miles). Trains run every hour during the day between Canton and Fethan, and every two hours between the latter and Samshui. These are supplemented by ferry-boats running to a landing-stage below the Hongkong, Canton and Macao Steamboat Co.'s Wharf. Only two foreigners are connected with this railway, a superintendent and a chief carpenter, both Americans. There are fifteen stations between Shekutsing and Samshui and a quarter. The on the journey of passengers carried in 1906 was 2,910,875; the receipts averaged \$6,000 a month, expenses to earnings, being in the ratio of 33 per cent, and the 1906 earnings were \$9,000 ahead of those of 1905. About 350 tons of coal are consumed monthly, and experiments in different kinds of coal are now being tried the latest and one of the best being from Borneo. "The line generally is being improved and it is worth noticing that on account of the poor quality of the used by the American-China Development Company, 35,000 sleepers have had to be replaced at a cost of \$65,000.

"Samshui shows no signs of commercial improvement, and the West River, as a whole, has been somewhat disappointing; but the province of Kwangsi is frequently in a turbulent state, and the measures taken to suppress rebellion do not tend themselves to the development of trade." At Wuchow there is little change of any importance. "The chief excitement of the port was the so-called opening of Nanning on March 18. Nanning was declared open to foreign trade on the same conditions as Chinwangtao, Yehow and Swatow. In the beginning of February, 1899, but the results have been very disappointing. What has happened is this: An international trading mart half a mile in length has been established on the river bank, three-quarters of a mile below the city, and here foreign trade is compelled to concentrate itself, and foreign goods, although they may be carried to this mart on payment of one import duty, may not enter the city of Nanning unless under transit pass, for which an additional half import duty has to be rendered, or on payment of a *lung-shui*, or collective *likin* receipt."

Of Swatow, Sir Alexander Hosie remarks that the export of sugar has always been its great staple, but the cultivation of the cane in the neighbourhood of the port has fallen on evil times, due to the cheaper sugar from Java imported into China direct, or after treatment at the three refineries in Hongkong. Cheap Javanese labour ( fifteen cents a day) has much to do with the inability of the Swatow sugar planter to conduct a profitable business. Prices are now so low as to leave little or no margin of profit to the grower and boiler, and the export has fallen of some 50 per cent in recent years. The export of brown and white sugar was 1,825,128 piculs in 1899, and 804,398 piculs in 1905."

A railway of standard gauge 24½ miles in length, opened on November 23, 1906, connects the port of Swatow with the city of Chiochoufu to the north. The concession was granted to a wealthy, retired Chinese merchant in 1903, who employed a Japanese contractor to carry out the work, and Japanese are in evidence all over the line. Three trains run each way daily in a scheduled time of 1 hr. 31 min. "The line," adds the writer "is said to have cost \$3,500,000 and pessimistic views are held by Europeans as to its construction. When I travelled over it

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Hongkong, 8th December, 1907.

there was little or no ballast and the Japanese carriages were shabby but poor workmanship. It is said to be running at a loss, and it takes no large populous centres en route. Amoy and Foochow are also in a very discouraging condition. "Previous to the cession of Formosa to Japan, in 1895, Amoy depended for the bulk of its trade on the tea imported into it from that island. To-day nearly all the Formosa tea is shipped direct from Kelung in Formosa to America, and this business has been lost to Amoy."

"But Foochow is in even a worse plight than Amoy, for its once large and flourishing tea trade is fast becoming a thing of the past. Many of the British houses, which did a large and lucrative business in former years have disappeared, while others have taken to pushing the sale of cigarettes and running motor launches to supplement the little now made out of tea. Many of the palatial residences built in the days of big profits have fallen into the hands of missionaries, and Foochow from being a great commercial, has become a great missionary centre."

Campor has pushed its way forward remarkably in late years. This article first appeared in the Customs returns of that port in 1892, and the export amounts to only 222 piculs. In 1903 it was 1,144 piculs; in 1904, 1,210 piculs; while in 1906 the export more than trebled that of the previous year. But at the rate the trees are being cut down it is estimated that the supply will cease in five years as no more trees are being planted and it takes a campor tree forty years to arrive at the campor-yielding condition. Here, one might remark, is another instance of the need of proper State forestry laws in China. "Several British merchants at Foochow informed me," says the writer, "that owing to the frequent fluctuations in the value of campor, they preferred to take no part in this trade. Most of the Foochow output falls into the hands of Parsee merchants in Hongkong, by whom it is exported to India. Several attempts have been made by foreigners to create new industries in Foochow, but without success."

## INCOME-TAX.

A London financial journalist writes: The news announced of the decision of the directors of the De Beers Mines to transfer the control of the company to Kimberley was not unexpected after the judgment of the House of Lords that it was liable to pay income-tax in the United Kingdom on the whole of its profits. Shareholders would scarcely be content with any other course, for if the chief directing power remained in London it would mean that the company's profits would be taxed to the extent of 10 per cent at the Cape and a further five per cent, in London, making in all a deduction of 15 per cent, representing about 2350,000 on last year's results. It is perhaps unfortunate that the House of Lords upheld the views of the *Surrey* of Taxes, because the example of De Beers is certain to be followed by other concerns, which may choose Paris or Berlin as their domicile instead of London, to the detriment of the British revenue, which probably loses a good deal more than the gain anticipated by the tax-collectors.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Habesay* left Singapore on 17th inst. at 8 a.m., and may be expected here on 22nd inst. p.m.  
The H.A.L. str. *C. Ferd. Laiter* left Singapore on 17th inst. at 8 a.m., and may be expected here on 23rd inst.

The Indo-China str. *Laisang* left Calcutta for this port via the Straits on the 13th inst., and may be expected here on or about 28th inst.

How to be BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Grème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents



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NEW ADVERTISEMENTS.

NOTICE.

MR. A. S. EBRANJEE being about to leave for Bombay, Mr. AHMED JOOSAB will conduct the business and sign the name of our Firm in China from this Date.

C. ABDULLA & CO.  
Hongkong, 17th December, 1907. 1905

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 20th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAURA & Co., General Managers, Hongkong, 17th December, 1907. 1902

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

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FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th December, 1907. [1903]

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hohow werden im Jahr 1908 durch den

"OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHE KONSUL, H. VON VARCHMIN, Pakhoi, den 12. December 1907. 1901

THE CHINA & JAPAN TELEPHONE AND ELECTRIC CO. LTD.

A Well Educated, Single LADY is required to fill the position of Clerk-in-Charge of the Central Telephone Exchange.

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WANTED.

SITUATION as General Office Assistant by Britisher (35). Over 15 years' experience. Knowledge of Shipping, Bookkeeping and Sales. Able to read and write Chinese. Speaks Amoy, Swatow, Shanghai, Canton, and Peking dialects. No objection to Outposts. Apply by letter to— "Box 1905," Care of "Daily Press" Office, Hongkong, 5th December, 1907. 1903

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukwan Road, Hongkong, (next to the Metropolitan Hotel). The property contains by admeasurement 103,850 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to GOLDING & BARLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 1494

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC-CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANED and LIME-WASHED THROUGHOUT by the owner during the months of November and December.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of December, 1907. 1899

AUCTIONS

PUBLIC AUCTION  
By Order of H.M. WAR OFFICE.

THE FOLLOWING  
VERY VALUABLE LEASEHOLD PROPERTY.

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,283 square feet and having a frontage on Queen's Road East of 228 feet, situate at Queen's Road East, Hongkong, will be sold by PUBLIC AUCTION.

TO-DAY (WEDNESDAY), the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by Messrs. HUGHES & HOUGH, Auctioneers, at their Auction Rooms, in Des Voeux Road, Central.

The Property consists of or to the Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 29th day of July, 1856, at the annual Crown Rent of £150 Sterling (£720), subject to the covenants and conditions contained in the lease.

For further particulars apply to THE AUCTIONEERS, DENNIS & BOWLEY, Solicitors for the Vendors, Hongkong, 17th December, 1907. 1854

PUBLIC AUCTION.

THE Underigned have received instructions from Mrs. STEWART, to sell by Public Auction, On FRIDAY, the 20th December, 1907, at 2.30 P.M., within her residence, No. 4, Lochiel Terrace, Kowloon,

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE

THREEIN CONTAINED, Comprising:— PLUSH COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with Bevelled Glass, SILKEMBROIDERED PICTURE FRAMES, TEAKWOOD SIDEBOARDS with Bevelled Glass, DINING TABLES and CHAIRS, DINING WAGGONS, DINNER SERVICES, GLASS, and E.P. WARE, BLASSMOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS, &c., &c., &c.

One COITAGE PIANO by F. DORNER & Sohn, Stuttgart;

And A quantity of PALMS in POTS. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 14th December, 1907. 1890

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 23rd day of December, 1907, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at CAUSEWAY BAY, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot, Boundary Measurements, Contents, Area, and other particulars.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE THIRD DANCE of the Season will be held in the City Hall on JANUARY 3rd, 1908. Invitation Cards are now available, and may be obtained from the Underigned.

Late Launch will leave Ferry Wharf for Kowloon at 1.30 A.M.

JOHN J. BLAKE, Hon. Secretary, Hongkong, 13th December, 1907. 1865

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SICILIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

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MANUFACTURERS & WHOLESALE & RETAIL DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1635

JUST RECEIVED A FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.

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ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

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ENTERTAINMENT.

THEATRE ROYAL, HONGKONG.  
LAST THREE NIGHTS

THE BANDMANN COMEDY CO.  
22 LONDON ARTISTES 22

will present the following Latest London Successes for the first time in Hongkong.

TO-NIGHT (WEDNESDAY), Dec. 18th: THE BALD OF PAWTUCKET. The present success of New York and London, now crowding the Play House, London, (by Special Arrangement with Mr. CYRIL MAUDSL).

TO-MORROW (THURSDAY), December 19th: HALL CAINE'S Great Play, THE CHRISTIAN. Now Crowding the Lyceum Theatre, London, Nightly.

FRIDAY, December 20th: FAREWELL PERFORMANCE, THE MORALS OF MARCUS, by W. J. LOCKE, Founded on the Celebrated Novel, "The Morals of Marcus Ordeyne," from the Garrick Theatre, London.

Price of Admission: \$1, \$2, and \$1. Plan at MESSRS. MOURE & CO. FULL ORCHESTRA.

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THE WHOLE OF THE SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

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BELLILLO TERRACE HOUSES, ROBINSON ROAD.

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No. 53, ELGIN STREET (Corner House).

No. 57, PRATA GRANDE, Macao.

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TO LET

NO. 53, CAINE ROAD.

No. 27 and 31, SEYMOUR ROAD.

Apply to— SAM WANG CO. LTD., 31, Queen's Road Central, Hongkong, 27th November, 1907. 1103

TO LET

NO. 2, HOLLYWOOD ROAD.

Apply to— ARATTOON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

TO LET

NO. 38, CAINE ROAD.

Apply to— DAVID SASSOON & Co. Ltd., Hongkong, 3rd December, 1907. 1638

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THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 6, Queen's Road Central, comprising SIX Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.

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Apply to— M. W. SLADE, Prince's Buildings, Hongkong, 22nd November, 1907. 1859

TO LET—FURNISHED.

SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road.

Apply to— F. K. DALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 3rd December, 1907. 1915

TO LET

A SHOP AND DWELLING HOUSE, No. 73, Queen's Road Central.

Apply to— Messrs. S. J. DAVID & Co., Prince's Buildings, Hongkong, 11th December, 1907. 1854

TO LET

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

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TO LET

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

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TO LET

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10, QUEEN'S GARDENS. For one car from 1st April next.

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"HATHERLEIGH," Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

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FLATS in MORRISON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st December, 1907. 1792

TO LET

NO. 11, SEYMOUR ROAD.

Apply to— THE COMPTON DEPT., JARDINE, MATHESON & Co. LTD., 10, Queen's Road Central, Hongkong, 19th December, 1907. 1962

TO LET

NO. 2, MACDONNELL ROAD.

Apply to— COMPTON DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 187

TO LET

GODOWNS Nos. 55, 96 and 101, Praya East.

Apply to— CHATEAU & MODY, Victoria Buildings, Hongkong, 19th December, 1907. 1089

TO LET

NEW AND COMMODIOUS SHOP in rental. Des Voeux Road Central, moderate.

FLATS in Des Voeux Road Central. No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

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"CROWNSNEST," Barker Road. Unfurnished or partly furnished.

Apply to— C. L. GORHAM, 3, Paddar's Street, Hongkong, 3rd December, 1907. 1916

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st December, 1907. 192

TO LET

"STILLINGFLETS" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

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TO LET

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One FOUR ROOMED HOUSE at Praya East, near East Point.

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FROM 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 78TH CYCLE, THAT IS THE 32ND YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

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NEW MODEL

"AERIOLA"  
PIANO PLAYERS

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WITH EACH INSTRUMENT.

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S. MOUTRIE &amp; CO., LD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 38-1

NOTICE TO MARINERS,  
No. 307 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

RUGGED ISLANDS.

ESTABLISHMENT OF S. W. HORN LIGHT

REFERRING to Notice to Mariners No. 280 (Special), Notice is hereby given that the LIGHT on S. W. HORN was exhibited for the first time at Sunset on the 8th December 1907.

The illuminating apparatus is Dioptric, consisting of the Sixth Order, showing a fixed White and Red Light varied by a single eclipse every 20 seconds, thus—

Light ... .. 10 seconds.

Eclipse ... .. 10 seconds.

The Light, which is situated on the western summit of the island known as S. W. Horn, will show White, except over the Rugged Islands between the bearings of S. 8° W. and N. 67° W., where it will show Red. It is elevated 354 feet above the level of the sea.

In clear weather, the White Light should be visible for a distance of 15 and the Red for a distance of 8 nautical miles. Between the bearings of N. 31° W. and N. 34° W. the White Light is obscured by land.

Bearings are Magnetic and from Seaward.

The lantern surmounts the dwelling, which is 13 feet high. The total height from base to lantern is 23 feet. The building is painted White.

A gun fog-signal will be established at the station at a later date. Approximate position—

Latitude ... .. 30° 35' 38" N.

Longitude ... .. 121° 57' 53" E.

W. FERRIS, TTYLER, Coast Inspector.

Coast Inspector's Office, Shanghai, 10th December, 1907. 1885

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FOR COAL, TIMBER, &c.

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Also FOR SALE.

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For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. 106

HONGKONG  
BUSINESS DIRECTORY.

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SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 687,500 0 0  
II. FIRE FUNDS, 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 27th April, 1907. 1146-

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO. Agents.  
Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

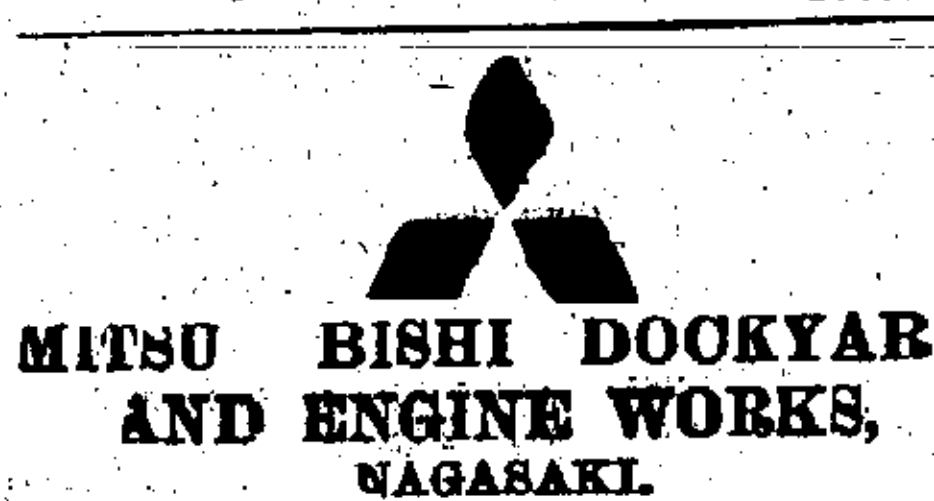
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Hongkong, 13th August 1906. 79

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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831

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1763

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AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK"  
A.L. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... .. 722 feet.  
Length on Blocks ... .. 714  
Width of Entrance on Top ... .. 969  
Width of Entrance on Bottom ... .. 894  
Water on Blocks at Spring Tide 84

DOCK No. 1.  
Extreme Length ... .. 523 feet.  
Length on Blocks ... .. 513  
Width of Entrance on Top ... .. 98  
Width of Entrance on Bottom ... .. 77  
Water on Blocks at Spring Tide 64

DOCK No. 2.  
Extreme Length ... .. 571 feet.  
Length on Blocks ... .. 564  
Width of Entrance on Top ... .. 68  
Width of Entrance on Bottom ... .. 53  
Water on Blocks at Spring Tide 32

PATENT SLIP.  
Suitable for vessels up to 1,000

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.  
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## SCIENTIFIC MISCELLANY.

WEALTH IN WASTE—THE MILITARY SEARCH.  
LIGHT—GAS PRESERVED FOOD—SMOKE AND LUNG DISEASE—THE LAND OF CAVES—A CHINESE PRODUCT—HARMLESS PHOSPHORUS—MORE ENGINEERING NECESSARY—A RADIIUM PARADOX.

The slag from iron-smelting furnaces, formerly a waste product, serves now for a variety of uses, of which a few are enumerated by Dr. Theodor Koller: A blast of steam converts the hot slag into mineral wool, a non-conductor of heat and sound, which is valuable for covering steam-pipes, filling the walls of fire-proof safes, and placing between double floors. Molded slag forms excellent building stones, while crushed slag is good for road gravel or for making into building bricks with lime. Very durable and easily replaced paving stones are made by burning crushed slag and clay until glazed. By an English process the hot slag direct from the furnace is economically formed into glass, and makes transparent plates very suitable for roofing and sky-lights. A French patent covers a method of obtaining sulphate of alumina, gelatinous silica and calcium chloride by treating residual furnace slag with hydrochloric acid, sulphuric acid, and alkali.

The automobile search-light adopted for the British Army is on a vehicle designed for 22 to 25 miles an hour, and having common wheels with bronze treads and heavy pneumatic tires, traverses cultivated fields and bad roads at 12 to 16 miles. The steel chassis is 20 feet long, carrying a 4 cylinder Brooke petrol engine motor of 45 horse-power, and a three foot lens projects a 40,000 candle-power beam of light 3 or 4 miles. With four men, the apparatus supplies light, travelling or at rest, for 10 or 12 hours without interruption.

Fish shown at Paris in 1900 had been preserved in nitrogen for seven years. Oranges, pears, grapes, cherries, etc., are now being packed in paper boxes containing nitrogen, and the exclusion of oxygen seems to keep the fruit from decay for an indefinite time.

Smoke or soot is rated by Dr. A. Jacob as the chief cause of acute inflammations of the lungs, which Ascher of Stuttgart has shown are increasing in England, Germany and America. The increase is chiefly among infants and old people. Industrial districts had a mortality of nurseries six times as great as agricultural communities, and districts of dense smoke had a much larger death rate than other districts. The rate among coal miners is 130 per cent above the average of the male population. Animals inhaling smoke—like those in large cities—have been found to contract pneumonia and tuberculosis much more frequently and quickly than those in clear air, although there is a singular belief that soot in the lungs prevents tuberculosis. On that theory the metal grinders of Sheffield, until 25 years ago, sought immunity by visiting places charged with coal dust after being in metal dust all day. Few escaped "grinders' asthma," and that is really tuberculosis.

Probably no region of like extent has so many caves and sinks as the Karst, a desolate limestone plateau of Austria-Hungary, between Carniola and the Adriatic Sea, north of Trieste. Since a recent careful exploration, E. Boegan has given not less than 347 of the caves and pits, charting their exact position, and specifying dry caverns, underground watercourses and other features of the honeycombed rock. In the country around the Karst are hundreds of other similar caverns.

The secret of the joss-stick, the candle and incense of the Buddhist, has been partially revealed by L. Decker and P. Hurrier, after long residence in Asia. A rod of squared bamboo, of the desired length and thickness, forms a core and on this is rolled a mixture of odoriferous powders agglutinated by slightly heated resin, one and being left bare for a handle. The composition varies in Canton province consisting of camphor, sandalwood, saffron, clove and ten other drugs, the camphor giving a pleasant odor and free burning.

Solid phosphine is a material containing phosphorus in a non-poisonous form, and has been brought forward by Mr. Fargotti, an Italian, as a safe substance for matches. It is a yellow flocculent material, devoid of taste and odor, containing twelve molecules of phosphorus to four of hydrogen. Gaseous phosphine is an impurity of crude acetylene, and the new form is obtained by electrically heating calcium phosphate with carbon and decomposing the resulting calcium phosphide in an atmosphere of carbon dioxide by dropping water on it. Three modifications of phosphine are produced, the solid remaining behind with the calcium hydroxide, and being separated by hydrochloric acid. The solid phosphine has no little effect that dogs bear a dose of more than four grams without injuring their health.

The regulation of the atmosphere is a serious future problem for cities that is foreseen by Dr. H. Henriot, of Paris. His experiments have proven that in a large city, especially if in a valley, the lower layers of the atmosphere are stirred by the winds, but are not renewed as rapidly as they are derelict. Oxygen is being withdrawn more rapidly than replaced. The efforts upon the inhabitants are marked, though never assigned to the true cause, and include inferior physical development, nervous disorders attributed to the strain of competition, weakened vision, and even psychological results—like violent acts of a mob that are absent in oxygen-charged air. The need of the city is a new, better and brighter atmosphere.

In the new radium problem of W. Thorne the British physicist a pellet of mercury in a capillary tube connecting two glass bulbs slowly creeps toward a bit of radium bromide in one of the bulbs. As any emanation would cause an opposite motion, this curious effect has proven very mystifying.

## CAMPHOR.

There is much sentimental and scientific interest attached to the very common white resinous wax looking substance which everybody knows by the name of camphor. The very derivation of the name betokens its Eastern origin; Arabic and Persian kaffer (hence the Malay kapur) Greek kaphoura and soon through all the European languages as kaffura, kaffura, camphora, camphre, camphyr, kamphor and kamfer. In Hakluyt's voyage we come across camphor, the country is exceedingly good, abounding in all commodities as flesh, corn, rice, silver, gold, wood of aloes, camphor and many other things.

The Borneo or Sumatra camphor, got from an order of the dipteris, is a precious drug, with its six sided crystals, and is rarely obtainable. This variety is got by cutting down the tree and splitting it into pieces, the camphor being found in small crystals in the natural cavities of the wood. The Chinese score extraordinary medicinal properties to the drug and are willing to give fifty times as much for it as for the ordinary camphor. It was the first kind known in Europe, and is now the last kind to be got there. The wood of the tree is not uncommon in Singapore and it is one of the joys of the Griffin to possess a camphor-wood box, in which to put his best clothes. No lady who has ever been out East is happy to go home unless she has at least one camphor-wood box, in which to keep the household most delicate, says the Singapore Free Press. Half the camphor wood boxes sold in the Straits are made out of a fine kind of camphor with a few drops of oil of camphor poured over it; a few chips of the real camphor wood being artistically and negligently left in the box to aid in the delusion.

The camphor of commerce now mostly comes from Japan and Formosa. The wood is broken up small and distilled with water, the vapour rising and passing over as the crude material, an oil of camphor much esteemed in China for rheumatism, driving off. The crude camphor is contained in large globular glass vessels, about ten pounds at a time. When the water has all escaped from an orifice, the aperture is closed and the camphor then sublimates leaving impurities behind. The flakes are broken by throwing cold water on them, and the camphor is broken up for the market. Camphor easily melts and fuses, though at a temperature much above boiling water, and the neat little cakes which our Japanese friends make and sell wrapped up in bale paper are no doubt made by this process. The use of this useful "solid essential oil" so it is described, is numerous enough to make it a valuable article of commerce, and at present the main wealth of Formosa to Japan is in its camphor forests, of which the island has practically a monopoly. The most modern and most extensive use is in making celluloid, and the enormous extension of the use of this transparent (or opaque) structureless material has made great demands on natural camphor. Enters the chemist. By analysis he has determined the constituents of the natural product and immediately sets his brain to the work of synthetically making it, or as near a substance as he can devise. Twelve months ago no precise information could be obtained with regard to the production of synthetic camphor, but by the last mail comes out news that artificial camphor is a reality, and British and Continental firms are engaged in its manufacture. It has been a problem for the chemist for years and many processes have been devised, which fall short of realisation in the commercial and economic production. Now one London firm at least is in a position to quote prices. The new product is identical in chemical structure and properties with the natural, but nature parts with her secrets reluctantly and optically the synthetic camphor differs. That is to say it acts differently when a ray of light is passed through it. The odour is less fragrant than that which the familiar intensely smoky flame, which makes it such a favourite on the rifle range for blacking sights. Since 90 per cent of the camphor supply is used for celluloid, in which fragrance and optical qualities are of no moment, the manufacture of celluloid is likely to be largely increased by the recent discovery.

Reference has been made to kapur the Malay name for camphor, derived from the Arabic. The common name is Kapur Barus, Barus being the name of a port in Sumatra, whence the supplies of camphor were derived. The Malays who collect it have a special language, the "pangut kapur," an artificial dialect, which they consider essential in hunting for the camphor. In many cases the words describe some quality of the product referred to as "grass fruit" for rice, "far sounding" for gun. It is firmly believed that no camphor will be found if care be not taken to use the pangut kapur.

## AN AMERICAN STORY.

Mr. Ellsworth Van Natta has just entered himself as a freshman at the Missouri State University, where his son Earl, a stalwart young man of twenty, is a "sophomore"—that is, a second year man; and the older students are becoming interested in the relation between the two.

Already the younger Van Natta as a sophomore has aided in compelling his "governor" to discard his hat and don one of the little freshman caps.

But the father got even with his young hopeful in the class rush. The older man lined up with the "freshies" and the son with the "sops," and when smoke cleared away there was the older man waving three-fourths of his son's shirt.

The father is athletic. He goes in for gymnastics work three times a week. He is afraid to tackle football, but is a "rotter," or shouter, of the first water.

The older Van Natta is forty years old, and prematurely grey. He was a student in the State University twenty-three years ago. Then he returned to his home in Audrain County, and Cupid stepped in and ended school days for nearly two decades.

A few years ago his wife died, and last summer, while visiting his son at the university, he met a "sweet girl graduate," and married her. She was still at her studies, and he decided to finish the course interrupted twenty-three years ago.



CURE THE WORST COUGH.  
SOLD IN BOTTLES EVERYWHERE.

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NEXT SATURDAY, DECEMBER 21<sup>st</sup>

POLLARD'S LILLIPUTIAN  
OPERA CO.

MR. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS,

SATURDAY, MONDAY and TUESDAY, 21<sup>st</sup>, 23<sup>rd</sup> and 24<sup>th</sup> DECEMBER:

"THE BELLE OF NEW YORK"

No Performance on Christmas Night.

THURSDAY, FRIDAY and SATURDAY, 26<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup> DECEMBER:

"IN TOWN."

PRICES: \$3.00, \$2.00 and \$1.00.

Box Plan at THE ROBINSON PIANO CO.

1952

## "BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,  
THOROUGHLY SEASONED.

CRYSTALATE and BONZOLINE BALLS ALL SIZES.

WEST-OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES  
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

## JOHN ROBERTS &amp; CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

697-2

Make no Mistake  
about it!

## WATSON'S



SCOTCH  
WHISKY

of the best from Dundee. Demand it.

Agents for Hong-Kong: SHEWAN, TOMES & CO.

By Royal Warrant to His Majesty The King.

# BOVRIL

is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only.  
BOVRIL is liquid life.

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.,  
Care of "Daily Press" Office,  
Hongkong, 13th November, 1906. [1810]

## PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1444

## SIEN TING.

SURGEON DENTIST,  
No. 10, DAGULAR STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 1540



## SHIPPING.

## ARRIVALS.

BENLARI, British str., 2,510, Wallace, 17th Dec.  
— London 27th Oct. & Singapore 7th Dec.  
General—Gibb, Livingston & Co.  
COCHIN, British str., 2,865, T. Walker, 17th Dec.  
General—Gibb, Livingston & Co.  
MITSUBISHI KAISHA  
MATHILDE, German str., 331, A. Uldrup, 16th Dec.  
— Halphong Dec. 14th, and Hoihow  
15th, Rice and General—Jensen & Co.  
MOVUNK, British str., 3,312, 17th Dec.  
— Singapore 10th Dec., General—Butterfield  
& Swire.  
PAKHOT, British str., 1,022, French, 18th Dec.  
— Tientsin, Chefoo and Weihaiwei 8th Dec.  
General—Butterfield & Swire.  
P. R. LUTHER, German str., 3,320, H. Kirchner, 17th Dec.  
— Yokohama Dec. 9th, & Shanghai 15th, General—Melchers & Co.  
RUBI, British str., 1,811, R. W. Almond, 16th Dec.  
— Manila 14th Dec., General—Shewan, Tomes & Co.  
TAIKUN, Chinese str., 1,216, Stevens, 16th Dec.  
— Shanghai 18th Dec., General—Chinese.  
ULV, Norwegian str., 885, J. Pedersen, 17th Dec.  
— Haiphong 14th Dec., Rice—Anson & Co.  
YUNNAN, British str., 1,205, W. O. Jones, 17th Dec.  
— Chetumal 11th Dec., General—Butterfield & Swire.

## CLEARANCES.

At the Harbour Master's Office,  
17th December.  
Benlari, British str., for Nagasaki.  
Ningpo, British str., for Ningpo.  
Saku Maru, Japanese str., for Swatow.

## DEPARTURES.

17th December.  
CHIPPING, British str., for Hongkong.  
CHONGHAI, British str., for Canton.  
KINGCHING, British str., for Shanghai.  
KWAUNGTAI, Chinese str., for Shanghai.  
KWEILIN, British str., for Shanghai.  
NIPPON, Austrian str., for Shanghai.  
PAKHOT, British str., for Canton.  
SCHUTSKILL, British str., for Singapore.  
SHAW, British str., for Canton.  
TAIHUN, Chinese str., for Canton.  
TEAN, British str., for Manila.

## SHIPPING REPORTS.

The Chinese str. Taisun reports: Fresh N. and N. E. winds and fine.  
The British str. Benlari reports: Very strong northerly and continuous rain.

## VESSELS IN DOCK.

December 17th.

ABERNETHY DOCK.—Nail Mole, Germania, Woolwich, Glenish, Engineer, Borneo, Hinesang, Ch. Harcourt, Kuongsi, Pronto.  
COMMERCIAL DOCK.—Kohsichang.

## VESSELS ON THE BERTH

For Singapore, Penang and Calcutta.  
For New York.

THE Steamship  
"GREGORY APCAR,"  
Captain S. H. Belson, will be despatched for the above Ports on SATURDAY, the 21st inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 16th December, 1907. 1590

DAMPFSCHEFFS-REHDEREI "UNION"  
ACTIEN-GESELLSCHAFT.  
For New York.  
(With Liberty to Call at the Malabar Coast.)

THE Steamship  
"ALBENGA,"  
Captain Petersen, will be despatched for the above Ports on or about SATURDAY, the 21st December, 1907.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 26th November, 1907. 1882

COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, SUEZ, PORT SAID, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship  
"TOURANE,"  
Captain Lancelotti, will be despatched for the above Ports on TUESDAY, the 24th December, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:—  
S.S. "ARMAND BEHIE" ... 7th Jan., 08  
S.S. "SALAZIE" ... 21st Jan., 08  
J. MILLET,  
Agent.  
Hongkong, 11th December, 1907. 2

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, SUEZ, PORT SAID, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

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Hongkong, 11th December, 1907. 2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Bluff Pier. 3. From Bluff Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	STRIA	Brit. str.	—	D. C. Grogan, R.N.R.	P. & O. S. N. Co.	About 18th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	TOURANE	Fr. str.	—	Lancelotti	MELCHERS & Co.	On 24th inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Filler	MELCHERS & Co.	On 30th January.
MARSEILLES, HAVRE & HAMBURG, &c.	SIAM	Ger. str.	k. w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 9th January.
HAVRE, ROTTERDAM & HAMBURG VIA STRAITS, &c.	SEGOVIA	Sved. str.	—	Sachs	MELCHERS & Co.	Middle of January.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k. w.	Dainat	HAMBURG-AMERIKA LINIE	On 23rd inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 15th January.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, GENOA, ALGER, ORAN, &c.	P. R. LUTHER	Ger. str.	—	H. Kirchner	HAMBURG-AMERIKA LINIE	On 14th February.
TRIESTE, &c. VIA SINGAPORE, &c.	SACHSEN	Ger. str.	—	Wolffmuss	MELCHERS & Co.	To-day, at Noon.
NEW YORK	E. F. FERDINAND	Aust. str.	—	Matcovich	MELCHERS & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ALBENGA	Ger. str.	—	Petersen	SANDER, WIELER & Co.	About 26th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EXPRESS OF CHINA	Brit. str.	2 m.	—	—	About 21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	MONTEAGLE	Brit. str.	1 m.	—	—	To-morrow, at 4 P.M.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., Ltd.	On 23rd Jan., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	KATHERINE PARK	Brit. str.	—	—	—	On 28th January.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 1st Jan., at 4 P.M.
JAPAN	CHINGTU	Brit. str.	1 m.	W. B. Brown	MELCHERS & Co.	On 2nd Jan., at 5 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TIBODAS	Dut. str.	—	Zwart	BUTTERFIELD & SWIRE	On 3rd Jan., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SOSHU MARU	Jap. str.	—	T. Suruga	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOYANG	Brit. str.	—	Sandbrook	OSAKA SHOSUN KAISHA	To-day, at 8 A.M.
SHANGHAI, TSINGTAU & CHEFOO	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	LIENSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUND	Sved. str.	—	—	MELCHERS & Co.	On 20th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	HABSBURG	Brit. str.	k. w.	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LAEISZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SALAZIE	Fr. str.	—	Alland	MELCHERS & Co.	On 23rd inst.
SHANGHAI, VLADIVOSTOK	SHANGHAI	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	About 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARCADIA	Brit. str.	—	A. L. Valentini	MELCHERS & Co.	On 25th inst., at 4 P.M.
SHANGHAI	FOOKANG	Brit. str.	—	W. E. Sawyer	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	YOHOW	Brit. str.	1 m.	F. Northcombe	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
SWATOW VIA SWATOW & AMOY	KIKUANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SWATOW, AMOY & FOCHOW	DAIWIN MARU	Jap. str.	—	I. Sakurai	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
HOIHOW & HAIHONG	HAIMON	Brit. str.	2 h.	A. J. Robson	OSAKA SHOSUN KAISHA	On 22nd inst., at 9 A.M.
MANILA	SINGAN	Brit. str.	1 m.	Jameson	DOUGLAS LAUREL & Co.	On 20th inst., at 10 A.M.
MANILA	LOONGHANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at D'light
MANILA	RUBI	Brit. str.	—	R. Almond	SHAW, TOMES & Co.	On 20th inst., at 4 P.M.
MANILA	TAMING	Brit. str.	—	A. W. Outbridge	BUTTERFIELD & SWIRE	On 31st inst.
MANILA	YUENANG	Brit. str.	—	T. Mayrick	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 P.M.
CEBU & ILOILO	SUNGLANG	Brit. str.	1 m.	G. H. Semmler	SHAW, TOMES & Co.	On 28th inst.
SANDAKAN	KATONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	R. Houghton	JARDINE, MATHESON & Co., Ltd.	On 3rd Jan., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	BORNO	Ger. str.	—	F. Sembl	MELCHERS & Co.	To-day, at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	GEORGY APGAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., Ltd.	On 21st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 7th Jan., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	THILWONG	Dut. str.	—	Jurriance	JAVA-CHINA-JAPAN LINE	About 20th inst.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO SHANGHAI VIA SWATOW ... THURSDAY, 19th Dec., 4 P.M.  
TO MANILA ... FRIDAY, 20th Dec., 4 P.M.  
TO SHANGHAI, TSINGTAU & CHEFOO ... FRIDAY, 20th Dec., 4 P.M.  
TO SANDAKAN ... MONDAY, 23rd Dec., 4 P.M.  
TO MANILA ... FRIDAY, 27th Dec., 4 P.M.  
TO SHANGHAI, YOKOHAMA, KOBE & MOJI ... SATURDAY, 28th Dec., 3 P.M.  
TO SINGAPORE, PENANG & CALCUTTA ... TUESDAY, 31st Dec., 3 P.M.  
TO SINGAPORE, PENANG & CALCUTTA ... TUESDAY, 7th Jan., 3 P.M.

Hongkong to Singapore 1st Class Single \$ 65. Return \$100.  
Penang ... 85. ... 120  
Calcutta ... 165. ... 250

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Cebu, Tientsin via Chingwantan and Yangtze Port.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Singapore, Taiwan, Uman, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 18th December, 1907. GENERAL MANAGERS. 18

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 21st December.
ZAFIRO	2540	R. Rodger	Manila	On 28th December.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGER.  
Hongkong, 14th December, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 6th December, 1907. 16

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	On 21st December.
SHANGHAI & VLADIVOSTOK	"ST. LUCIA"	On 26th December.
MARSEILLES, HAVRE & COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to

MELCHERS & Co.,  
AGENTS.  
Hongkong, 16th December, 1907. 9

## HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEINIA," "HABSBURG" and "HOHENSTAUFEN." These have very large cabins provided WITH ONLY LOWER BERTHS. They are fitted with fine, Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers and return tickets issued at reduced rates for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.  
FOR SHANGHAI, KOBE, YOKOHAMA.  
HABSBURG ... 23rd December  
RHEINIA ... 22nd Jan., 1908  
HOHENSTAUFEN ... 22nd Febr., 1908

HOMEWARD.  
FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE, & HAMBURG.  
SCANDIA ... 9th Jan., 1908  
HABSBURG ... 30th Jan., 1908  
RHEINIA ... 26th Febr., 1908  
HOHENSTAUFEN ... 26th March, 1908

NEXT SAILINGS OUTWARD:  
C. FRED. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Dec.  
HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Dec.  
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th Jan., 08

NEXT SAILINGS HOMEWARD:  
Via STRAITS, COLOMBO AND ADEEN.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SEGOVIA ... HAVRE, ROTTERDAM & HAMBURG ... 23rd Dec.  
SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan. 08  
ARAGONIA ... HAVRE & HAMBURG ... 15th Jan. 08  
C. FRED. LAEISZ ... ANTWERP, ROTTERDAM & HAMBURG ... 24th Jan. 08  
HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan. 08  
SAXONIA ... HAVRE & HAMBURG ... 14th Febr. 08

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins midship. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

FOR FREIGHT OR PASSAGE, APPLY TO  
JARDINE, MATHESON & Co., Ltd.,  
HONGKONG, 18th DECEMBER, 1907.

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FOR FREIGHT OR PASSAGE, APPLY TO  
JARDINE, MATHESON & Co., Ltd.,  
HONGKONG, 1



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	SYRIA ..... Capt. D. C. Gregor, R.N.R.	About 18th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SUNDA ..... Capt. G. M. Montford, R.N.R.	About 22nd Dec.	Freight and Passage.
SHANGHAI	ARCADIA ..... Capt. A. L. Valentini	About 27th Dec.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA ..... Capt. C. L. Daniel	Noon, 28th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th December, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SINGAN" .....	On 21st Dec, 11 A.M.
SHANGHAI	"TAMING" .....	On 24th Dec, 4 P.M.
SHANGHAI	"SHAOHSING" .....	On 26th Dec, 4 P.M.
CEBU and ILOILO	"YOHOW" .....	On 28th Dec, 4 P.M.
SHANGHAI	"SUNGKIANG" .....	On 31st Dec, 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CLARENCE, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN" .....	On 1st Jan, 4 P.M.
CEBU and ILOILO	"KAIFONG" .....	On 3rd Jan, 4 P.M.
YOKOHAMA and KOBE	"CHINGTU" .....	On 9th Jan, 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to — BUTTERFIELD &amp; SWIRE.

Hongkong, 16th December, 1907.

# NORDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SANDAKAN	"BORNEO" .....	Wed'day, 18th December, at 10 A.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITPOLD" .....	Wed'day, 18th Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ BITEL FRIEDRICH" .....	About Wed'day, 18th December.
FOR EUROPE VIA PORTS OF CALL	EXTRA STEAMER "SACHSEN" .....	About Wed'day, 25th December.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" .....	Thursday, 2nd Jan., at 5 P.M.

For further Particulars, apply to  
**NORDEUTSCHER LLOYD,  
MELOHRS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th December, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMERALG LINE" Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMERALG OF CHINA" 6,000	...	THURSDAY, 18th Dec. ...	6th Jan.
"EMERALG OF INDIA" 6,000	...	THURSDAY, 18th Jan. ...	3rd Febr.
"EMERALG OF JAPAN" 6,000	...	WEDNESDAY, 29th Jan. ...	22nd Febr.
"EMERALG OF CHINA" 6,000	...	THURSDAY, 13th Febr. ...	2nd March
"EMERALG OF INDIA" 6,000	...	THURSDAY, 12th March ...	30th March
"EMERALG OF JAPAN" 6,000	...	THURSDAY, 9th April ...	27th April

"EMERALG" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMERALG" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, ..... via St. Lawrence River Lines or New York \$71.10  
Intermediate on Steamers ..... \$40. ... \$42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the  
American Continent.

R.M.S. "EMERALG" carry Intermediate passengers only, at Intermediate rates,  
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. ORADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blake Pier.

# OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, "SOBU MARU"	Capt. T. SUGURA	WED'DAY, 18th Dec., at 8 A.M.
AMOI and FOCHOW		
TAMUI via SWATOW "DAIJI MARU"	Capt. I. SAKURAI	SUNDAY, 22nd Dec., at 9 A.M.
AND AMOI		

\* These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th December, 1907.

T. ARIMA, Manager.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN.**  
York Buildings, 1st Floor.  
Hongkong, 10th December, 1907.

Telephone No. 375.

# PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

	Tons Rwd.	
"BUELOW" .....	8,000	ON MARCH 11TH.
Capt. FORMER.		
"PRINZ LUDWIG" .....	9,630	ON MARCH 25TH.
Capt. VON BIEBER.		
"PRINZESS ALICE" .....	10,911	ON APRIL 8TH.
Capt. POLACK.		

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO  
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

**MELOHRS & CO.,**  
General Agents. 1365  
Hongkong, 19th August, 1907.

# THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 16, DES VUEX ROAD,  
HONGKONG.  
Japan Office: 14, WATER STREET  
YOKOHAMA.

# mitsu bishi gosshi-kwaisha (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI"  
which applies to all Branch Offices.

All Letters Addressed:

MANAGER MITSU BISHI CO.  
with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU  
SHANGHAI, HONGKONG, &  
HANKOW.

AGENCY:—

YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.SOLE PROPRIETORS of Takashima,  
Ochi, Shikawa, Naniwa, and Kami-Yamada  
Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Buzen Coal.The Head and Branch Offices and the  
Agencies of the Company will receive any order  
or sale produced from the above Collieries.T. MATSUKI, Manager, Hongkong,  
8141, No. 2, Pedder Street.

# ON SALE.

# THE DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office  
and from the Local Booksellers.

# ON SALE.

# RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
SilverFROM 1893 TO 1905;  
ALSORATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

# NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DELHI,"  
FROM BOMBAY, COLOMBO, AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their disposal in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c. ex s.s. "Mongolia."  
From Calcutta, ex s.s. "Somali."  
From Persian Gulf ex B. I. S. N. &  
B. & P. E. N. Co.'s Steamers

Optional Goods will be landed here unless  
instructions are given to the contrary before  
8 hours.

Goods not cleared by the 18th inst., at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the God-  
downs for examination by the Consignee and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognized. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 12th December, 1907.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Company,  
Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st inst., at 9.30 A.M.

All Claims must reach us before the 25th  
inst., or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDEUTSCHER LLOYD,  
MELOHRS & CO.,  
Agents.  
Hongkong, 14th December, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,  
KOBE and MOJI

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at Consignees' risk and expense into the  
hazardous and/or extra hazardous godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 16th December, 1907.

NOTICE TO CONSIGNEES.

THE Steamship

"PATANI,"

having arrived, Consignees of Cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being loaded and stored at their risk into  
the hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 27th  
inst., or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDEUTSCHER LLOYD,  
MELOHRS & CO.,  
Agents.  
Hongkong, 16th December, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Storage will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.  
Hongkong, 18th November, 1907.

SAILING VESSELS.  
EOLIPES, British 4-masted bark, 2,968, L. D.  
Vance, 24th August New York 1st May.  
Case Oil—Standard Oil Co.

LAWHILL, British 4-masted bark, 1,950, 28th  
August—New York, Case Oil—Standard  
Oil Co.

CHILDREN OF FAR CATHAY  
A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.

By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.)

THE VOLUME which consists of 461  
Pages, and includes a Sketch Plan of  
historical interest showing the disposition of  
the Forces at the battle of Kweilin, is dedicated  
to Sir ROBERT HART, G.C.M.G. and Dr. A.  
BENNETT.

Its description of Chinese Social Custom  
and Superstitions, combined with the insight it  
gives into political conditions in China makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese  
Emblem in Gold.

Price ... \$3.50  
To be obtained from Messrs. KELLY & WALSH  
Ltd., Messrs. BREWER & Co., or from  
the Printers and Publishers, the "HONGKONG  
DAILY PRESS" Office.

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beautiful  
women use  
**CREME SIMON**

as ADRIANA PATTE says:  
"I have found it very  
good indeed."

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## VISITORS AT HOTELS.

FOR	FOR	DATE
Mojil	Fukura Maru	Wednesday, 18th, 9:00 A.M.
Swatow	Carl Diederichsen	Wednesday, 18th, 9:00 A.M.
Nankang	Horneo	Wednesday, 18th, 9:00 P.M.

907. With INDEX. Price \$7.50.	Thermom. 9 A.M. 65	Therm. Maximum.....66
On sale at the "HONGKONG DAILY PRESS" Office.	Thermom. 1 P.M. 66	Therm. Minimum over night.....63
Hongkong, 26th July 1907.	Thermom. 4 P.M. 66	

*Perwona, Frinz Ludwig, Wraycastle.*  
**ARRIVAL AT HOME.**  
Dec. 13th—*Belgravia, Ghazee, Liberia, Ernest*  
*Simons.*

**AGENTS**  
**LANE, CRAWFORD & CO.**  
**HONGKONG** 52

The *Apsara* str. *Lightning* from Calcutta left Singapore on the 13th inst., and may be Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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